

FOR EUROPE & AMERICA
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PRIVATE CIRCULATION AS THE
OUTPOST
A Comprehensive and Complete
Record of the FAR EAST
is given in the
HONGKONG WEEKLY
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With which is incorporated the
CHINA OVERLAND TRAVEL REPORT
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[563]

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Hongkong, 2nd November, 1909. [1373]

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3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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[43]

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[451]



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Hongkong, 12th October, 1909.

[435]



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[1134-2]

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Hongkong, 1st September, 1909. [1140]

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Hongkong, 2nd November, 1909. [41]

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Private Bar and Billiard-Rooms.
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Electrically Lighted; Electric Fans (if
required).
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Hongkong, 24th July, 1909. [41341]

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Hongkong, 4th December, 1907. [449]

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WHEN you may have ALL the Comforts

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Newly decorated and fitted with every modern

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Cuisine unexcelled.

Tennis Court.

Terms, Just right!

Mrs. W. H. EMBERLEY

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Hongkong, 1st November, 1909. [1328]

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both these centres.

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[1150]

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Telegraphic address: "VICTORIA, SHAM-KEEN."

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SITUATED IN THE CENTRE OF PRAYA GRANDE.

Both Hotels electrically lighted, and under

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[1623]

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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 17TH 1909.

"No progress appears to have been made by the Central Government towards issuing satisfactory regulations for the registration of trade-marks." This extract is from the British Consular Report on the trade of Shanghai, which was presented to Parliament last month. China, by Article VII. of the MACKAY Treaty of 1903, undertook to establish offices where foreign trade-marks might be registered on payment of a reasonable fee. Regulations had consequently to be drawn up. In the American Treaty it was stipulated that these should be "reasonable regulations." In 1904 China published what were described as "provisional regulations" for the registration of trade-marks, but many of them were of so unreasonable a character as to render the draft unacceptable to the Powers. The counter draft submitted by the Foreign Representatives to the Chinese Government in 1905 formed the subject of discussion for some time, but towards the end of 1906 an entirely new, long and complicated draft was submitted by the Chinese Government. It proved to be almost as unacceptable as the original draft, and the Chinese Government were informed that the 1905 draft was considered the document on which future negotiations should be based. Notwithstanding this intimation, a revised version of the 1906 draft was subsequently submitted by the Chinese Government, but as it still contained many

of the objections of the original, the Foreign Representatives were unable to approve the document and could only refer the Chinese Government once more to the 1905 draft. The regulations are still "under consideration," and are likely to remain so until the Chinese Government is able to agree with the Powers as to what is meant by the term "reasonable regulations." The Treaty in that respect, as in many others, remains practically a dead letter. Not entirely, however, for it is possible to register trade-marks with the Imperial Maritime Customs. The "provisional regulations," to which we have alluded, provided for the establishment of a Bureau of Registration, and the Maritime Customs at Tientsin and Shanghai were designated to serve as Branch Offices for receiving applications. Though the regulations as a whole were unacceptable to the Powers, the Maritime Customs at Shanghai has continued to record the trade marks sent to them for that purpose, and the Consul-General strongly advises British trade-mark owners to take advantage of this facility, "which may prove of great use as proof of ownership when registration of trade-marks has been initiated." We note with satisfaction that no reluctance has been shown by the local authorities at Shanghai to prohibit by proclamation the imitation of British marks when requested to do so, and that several Chinese convicted of improperly using British-owned marks have been punished at the Mixed Court at Shanghai with very salutary effects. There is something characteristically Chinese about all this, for China seems to be under no obligation to issue these "proclamations having the force of law" unless the marks they concern (vide the United States Treaty) "have been registered by the proper authorities." At such Offices as the Chinese Government establish for such purpose, on payment of a reasonable fee, after due investigation of the Chinese authorities and in compliance with reasonable regulations. That the local authorities at Shanghai do now actually prohibit by proclamation the imitation of foreign trade-marks when requested to do so, shows clearly enough that there is little or no excuse for the unconscionable delay in issuing, conformably to Treaty stipulation, "reasonable regulations" for the registration of trade-marks. Foreign trade-marks, patents and copyright are as flagrantly pirated in China to-day as ever they were.

A Chinaman was sentenced to penal servitude for life at the Singapore Assizes for returning from banishment.

A typhoon warning received by the American Consulate-General, Hongkong, from the Manila Observatory at 10.05 a.m. yesterday, read:—"Cyclone or Typhoon W. of Luzon more than 100 miles distant moving W.N.W."

A 45 h.p. six-cylinder noiseless Napier motor car has been constructed for the Queen of Siam. The carriage work details have been carried out from designs submitted to and approved by Her Majesty personally.

More than ordinary excitement was occasioned at a gambling raid which took place at Quarry Bay on Monday. Eleven men were arrested, but four jumped into the sea, dragging a lakong with them, and managed to escape. The others made their appearance before the Magistrate yesterday, when the leaders were fined \$50 and the remainder \$3 each.

On the recommendation of Mr. Cyril B. Roatham, organist of St. John's College, Mr. Ronald B. Hurry has been appointed Cathedral organist at Shanghai. Mr. Hurry has been assistant to Mr. Roatham, who has written enthusiastically about his friend and godson pupil. As it was on Mr. Roatham's introduction that Mr. Pullen came out to Shanghai, the Cathedral authorities have every confidence that in Mr. Hurry they will have a worthy successor to Mr. Pullen. Mr. Hurry is not due till December 22.

Commenting on the assassination of Prince Ito the Times says:—He has had the supreme happiness of living to see a singularly great and daring ideal, formed in the first years of his manhood, fully and permanently accomplished. He has watched by the cradle of modern Japan, and he has seen her attain to her high place amongst the nations. Unlike Casanova, he has not been called away untimely, before his work was consolidated, and before he could feel satisfied that it would endure. He has, indeed, not soon what will be its outcome for Japan, for Asia, and for the world. That it is a secret from the wisest, and must remain a secret, until time shows which grain will grow and which will not. But already many of us, who have none of his great gifts, can perceive clearly enough that its consequences are extending throughout Asia, and that before long they may profoundly affect the thought, as well as the politics, of mankind. The nation which Prince Ito has created is not merely new, as Italy and Germany are new. It is unique, bringing into the commonwealth of civilized peoples traditions, habits of thought, and ideals unknown to them before. That is what makes Ito's work so momentous, and what promises to give him a place apart in history."

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance, 1891.]

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

KING MANUEL AT WINDSOR.

LONDON, November 16th.
King Manuel of Portugal arrived at Portsmouth and was received by the Prince of Wales. He proceeded to Windsor, where King Edward and Queen Alexandra and other royalties welcomed His Majesty.

TURKEY'S PROSPECTS.

LONDON, November 16th.
The Sultan of Turkey, in opening Parliament, referred to the extension of military service to all subjects of the Empire and dwelt on the necessity for perfecting the army and the navy. He was glad to say that the relations with other Powers were of the friendliest character.

The Estimates show a deficit of £4,427,807.

THE ANARCHIST AT CANEA.

LONDON, November 16th.
A bomb exploded at Canea near the Chamber, but the damage done was slight.

It is believed that the object was to prevent a meeting of the Assembly to elect a government.

PERSIA'S PARLIAMENT.

LONDON, November 16th.
The Shah opened the Parliament at Teheran yesterday.

THE HIPPODROME CIRCUS.

Byron's circus opened at Causeway Bay last night before a large and appreciative audience. Although we have had a succession of performances of late, the Hippodrome programme is so novel and interesting that it can scarcely fail to attract large numbers.

The performance opened last night with a six-horse entrace by the ladies of the troupe, after which Mr. Jones introduced his performing elephants, and remarkably clever elephants they proved themselves. Besides balancing where they had scarcely room to stand and travelling across the arena on a large barrel, they waited well to music, earning their trainer a great ovation. Miss Florence then introduced the equine midget marvel Black Diamond, a sure footed little pony which astonished the spectators with his remarkable jumping feats. Le Dial and Romah, the clowns, then gave an exhibition of hat throwing, after which M. Dalbanc appeared in the event termed balancing extraordinary. This performer seemed to be as much at home on the top rung of an unsupported ladder, or on a pole, as an ordinary person is on the ground, and his jumping feats on a wheel were exceptionally clever. Miss Virginia's equestrian act pleased the spectators, and the clowns Robeco and Le Dial tickled their risible faculties while the Mysore Troupe of acrobats were preparing for their display. And what these clever performers could do in the acrobatic line is scarcely worth knowing; their double somersaults, their head to head balancing and other feats, being exceptionally brilliant. Next to appear was Mookoroo and his assistants in the triple horizontal bar display. The principal, who is active as a monkey, crowns his thrilling feats by swinging from one horizontal bar to another, a distance of fourteen feet, turning a somersault across the middle bar while in mid air, and another double somersault after gripping the last bar. The graceful figures of a Spanish dance were admirably portrayed by the Misses Catharine, Bella, Elsie and Marie, and Dicky Bell earned an ovation for his clever vaulting act. Miss Lillah Ashby's graceful equisopos on the silver wire was an event worth seeing, and the head to head and hand to hand balancing feats of the Carpio Brothers earned for these intrepid performers the hearty cheers of the spectators. Middle E. Walbourne put the graceful Arab steed Ben Aziz through an exceptionally interesting performance, and the programme concluded with the introduction of the performing lion by his trainer, Mr. G. Urban. Under Mr. Urban's tuition the wild nature of the "king of beasts" has been subdued, and his little family have been made so docile that a lamb might lie down with them while the trainer was standing by. The display which his pet gave last night proved very interesting, and the trainer was evidently a warm favourite with the spectators. Taken as a whole, the performance was an excellent one, and should well repay a visit to the tent at Causeway Bay.

There will be a matinee this afternoon, starting at 4 p.m.

LOCAL SPORT.

INTERPORT CRICKET.

The following have been selected to play for Hongkong against Shanghai:—

W. C. D. Turner.
Capt. H. H. C. Baird, The Buffs.
T. E. Pearce.
Capt. Garnett, R.G.A.
R. E. O. Bird.
A. C. E. Elborough.
R. E. H. Oliver.
W. N. Edwards.
Lieut. Bagnall, R.G.A.
Lieut. Anderson, The Buffs.
Lieut. Green, The Buffs.

The team to play against the Straits will be selected from:—

W. C. D. Turner.
Capt. Baird.
T. E. Pearce.
Capt. Garnett.
R. E. O. Bird.
A. C. E. Elborough.
Rev. F. H. Maundrell, R.N.
R. E. H. Oliver.
Lieut. Bagnall.
Lieut. Green.
R. O. Haxelison.

We have received from Messrs. Lane, Crawford and Co. a copy of the Referee's Chart for season 1909-10, issued by the Football Association. The booklet is very useful, and those who follow the game will find the problems set very interesting.

DUTCHMEN AT FOOTBALL.

The match between members of the Dutch Squadron and several local Hollanders assisted by Hongkong Football Club players took place on the Club Ground yesterday. The game was interesting, as showing the capabilities of the Dutch as footballers, but the local team were too strong and won by three goals to one.

THE POSTPONED HOLIDAY.

The following letter has been sent by the Chamber of Commerce to the Government:—
Hongkong General Chamber of Commerce,
13th November, 1909.

SIR,—At a Meeting of the Committee of the Chamber held on Monday, the 8th instant, the question of the proposed cancellation of November the 9th as a Public Holiday was discussed. My Committee felt that His Excellency the Governor should be acquainted with the views expressed at this Meeting on the matter, because it is so fully recognised that anything affecting the commercial well-being of the Colony receives most sympathetic consideration at his hands. I am, therefore, to ask you to be good enough to place this letter before His Excellency.

My Committee consider that the recent action of the Secretary of State in delaying the issuing of Instructions for the non-observance of His Majesty's Birthday, until so near the date, was unfortunate.

It has been represented to my Committee that in many cases the sudden change of programme upset the business arrangements and in general caused considerable inconvenience.

The date fixed for the obsequies of the late Empress Dowager of China was well-known some weeks ago, and it therefore seems to my Committee that if His Majesty's Birthday Celebrations were to be postponed the commercial community should have received earlier notification.—I have, &c.,
(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Sir F. H. May, K.C.M.G.,
Colonial Secretary.

"HONGKONGITES" IN ENGLAND.

Our London Correspondent writes under date of 27th October:—

Of old China residents no one was better known, better liked, or did more genuine work for Hongkong than "The Tribune of the People," Mr. T. H. Whitehead, for some years past joint manager of the Chartered Bank. Your readers will be pleased to hear that, owing to the retirement of Mr. Cabot Lewis, after over fifty years' service in the Bank, thirty-five years of which were spent in the head office, Mr. Whitehead has now become senior joint manager. Mr. Thomas Fraser becomes joint manager and Mr. W. E. Preston sub-manager. Hongkong residents will hope that Mr. Whitehead will yet serve many years at the head of the great institution which he has done so much to bring to its present high position.

Mr. H. E. Pollock, K.C., has been adding to his experiences by indulging in a little electioneering work during his holiday. As a Tariff Reformer and an opponent to Mr. Lloyd George's Socialistic Budget, he went down to Bournemouth the other day under the auspices of the Anti-Budget League, and addressed a meeting on behalf of the Unionist candidate, Mr. Dunphry. It would be well if some more of our Hongkong friends made use of their abilities and experience during their visits to this country to oppose the growing forces of irrational socialism which are becoming a very real and serious danger to Imperial trade.

The numerous friends of Mr. S. J. Hanisch, of the Imperial Chinese Maritime Customs, will regret to hear that he is still on the sick list. I met him a day or two ago with Captain Lincoln, of the s.s. Xuanlong. There is no more popular member of the Customs service on the China coast, and I am sure the news that he is on the way to recovery will be welcomed by them. It is now several years since Mr. Hanisch was stationed in Hongkong, but he left there a record of good work performed with a geniality that won him friends in every sphere of life which many men might envy.

IONIA AND THE EAST.

A REVIEW.

No one is entitled to speak on the early histories and wanderings of the Hellenes with greater authority than Mr. D. G. Hogarth. Mr. Hogarth was for many years connected with the British School at Athens, has been engaged in extensive explorations on the site of the great Temple of Diana at Ephesus, and elsewhere in Asia Minor, and has been in close touch with Dr. Evans in Crete, and most of the other recent explorers. He is besides a fellow of Magdalen College, Oxford, and so in contact with all recent writers on classical subjects. He lately delivered six lectures on the early history of Greece before the University of London, and these lectures have been revised, and are now published by the Oxford University Press in a volume some 117 pages long, entitled *Ionian and the East*, which has met with favourable notice from the Press at home.

It is not too much to say that the volume is disappointing. Coming from so high a source it might have been anticipated that the reader would find information on the latest theories with regard to the first appearance of the Hellenes in Europe, and their settlement in Aegean lands; if any reader thinks so he is doomed to disappointment. Mr. Hogarth's lectures, utterly ignoring the researches of the last ten years, simply follow the story as told by Thucydides without evincing any effort at examining the grounds on which he founded his theories, for theories lacking the substratum of written or monumental evidence they by most modern authorities are acknowledged to be. Speaking of these theories of Thucydides, an authority of some thirty years ago remarked:—"When Thucydides was about to trace the course of the disastrous expedition which the sagacity of Pericles had by anticipation emphatically condemned, he thought it right to give a brief sketch of Hellenic colonisation in the island of Sicily. The sketch is drawn with all the confidence and completeness of a man who feels sure of the trustworthiness and completeness of his evidence. Nothing can be more precise than his ethnology, nothing more definite than the dates which he assigns to the several Greek settlements in the island. From first to last the narrative is to all appearance thoroughly probable; but the account which he gives of the Trojan war has the same air of likelihood. In the latter case we know the process by which this result has been obtained, and we have no guarantee that his early Sicilian history may not be of the same kind. This, at least, is certain, that for none of it was there any contemporary registration and that most of the events recorded in it took place by his own admission more than four hundred years before his own day."

It is quite true that the writer here was the late Sir George Cox, and the school that he represented has long ceased to carry any critical weight with the present generation; but the criticism itself is reasonable and fair, and the comparison of the description with that of the battles before Troy cannot be got over. Thucydides had not, any more than we have to-day, any evidence to go on which the critic can accept as historical, and the very fact of the utter carelessness of our author must with all reasonable minds throw discredit on the entire narrative, and compel us to discuss from the very beginning the conditions. The view adopted by Thucydides would make the Hellenic civilisation of the Aegean lands to have been practically autochthonous, or at least of absolutely earlier date than its surroundings, and to have spread from the Hellenic centres in the Balkan peninsula to neighbouring lands.

Modern critics, largely German, amongst whom we may mention Hubert Schmidt and Professor von Stern, reasoning on the occurrence of words of art in an already advanced stage in the dialects watered by the great rivers of southern Russia, in Galicia, and upper Austria, have advanced a theory that Hellenic civilisation actually sprang into existence in these regions; and certain facts in connection with late discoveries at Knossos in Crete lend support to this view. Mr. Hogarth does, indeed, speak of what he calls Danubian culture having had considerable influence on Greek art, but speaks in a hesitating manner as if the matter were one hardly worth serious consideration. Unfortunately in no case have the authors of any of these various theories a sufficient grasp of the ethnic conditions of these Aegean lands. This want of knowledge has led Mr. Hogarth into an entire confusion of ethnic and geographic terms. The most marked instance of this consists in his using the term throughout of *Aegean*, as denoting the inhabitants of Anatolia. Of course the ethnographer is aware that few districts of equal size enclose so great a number of radically different ethnic types, each having an equal claim to the geographical title: Phrygians (Farangians), Lydians (Meyonians), Hittites (Khatil), Mysians, Karyans, and Leleges; besides in the east Semitic Phoenicians, and over all pre-proto-Semites, Minyans, Minones, Minoans, &c. These are but a few of the best known, and these include at least four of what may be called primary ethnic sub-divisions. Hittites must be classed amongst the Turanic stock, by some ethnographers denominated Alpine. Later Lydians and Phrygians as belonging to the sub-Germanic type. Mysians and Karyans as Pelagic; and later Phoenicians as Semitic.

All these, it is to be remembered, are long anterior to the Ionian immigration into the Ionian lands, whencever that had its origin. Mr. Hogarth to all appearance in his classification of all as "Aegean" would have us see no distinction: assuredly a poor preparation for any thesis on the original starting place of the Hellenic migration.

Max Muller in a somewhat fantastic sketch of human origins, founded, as Mr. Hogarth's, on an insufficient foundation in ethnography, would refer all the various tribal distinctions to a comprehensive class which he denominates Aryans, comprising Germans, Franks, Getae, and Sarmatians, as well as the true Aryans and Iranians; and all these, he assures us, at one time dwelt together in Central Asia. There is a very considerable bed rock of truth in this, but the truth has to be dug out, dressed and sorted before we can put it in our cases, and label it. One of the facts that we are forced as ethnographers to recognise is that long prior to their arrival in European lands the Hellenes, or rather their ancestors, must have come in close contact with the Iranians; only thus can the numberless affinities in thought and language be reconciled. But there have never been Iranians in Europe. Again the intimate structure of Hellenic speech shows that similarly it must have been in close contact with the Sanskrit-speaking, true Aryans. We must conclude that the Hellenes were at one period dwellers in the lands of Central Asia, and here myth and tradition come to our aid. How did they get to Europe, and when? Mr. Hogarth is silent on this essential point of their history. He would have them, in fact, come from Attica, as if that helped him in his argument.

As a fact the Hellenes came immediately from the countries watered by the great rivers of southern Russia; and in this the school represented amongst the Germans by Hubert Schmidt and von Stern is undoubtedly in the right. Herodotus, though not a historian in the sense in which Thucydides was one, was far in advance of him in one respect; he wrote down without note or comment what had been told him, and his myths form a far surer foundation for the recovery of what has been called prehistoric history than the smooth and polished paragraphs of Thucydides, which bear on their face the evidence of raser and smothering iron. With the authority quoted by Herodotus, Aristotle, of Prokonnesos, agrees so closely with the Mosaic stories contained in the Zend Avesta, that we cannot doubt their genuine character; and this in turn is amply confirmed by early Chinese tradition. The foundation of fact in all the myths is a hostile movement of the "Armenian" peoples of northern Asia, which broke up the old Aryan, and compelled Aryans, Iranians and Salyans to migrate in different directions. The Aryans moved across the Hindu Kush, the Iranians across the Kopet Dagh into Khorassan and Persia, and the Salyans, eventually to become the Hellenes, followed the eastern shores of the Caspian into the Kirghis steppes, and eventually into south Russia. The whole movement was an anticipation of the movement of the Angles and Saxons from the mouths of the Elbe and Weser, nearly two millenniums later. As the Angles and Saxons without co-operation founded independent kingdoms in East Angles, Wessex, Merca, Northumbria, and elsewhere, so did the Hellenes found separate settlements in Ionia, the Peloponnesus, Calabria, and Sicily. Northumbria or East Angles was no more a colony of Wessex or Merca than was Ionia, or Megara, Greece of Athens or the Peloponnesus. Moreover, in both cases the result was a return to barbaric conditions, followed in both instances by the gradual conversion of the new-comers to the culture and religion of the older-settled folk whom they had displaced.

This is the true lesson to be taught by the study of the earliest traditions of ancient Hellas, and not the unintelligent version of Thucydides, which Mr. Hogarth from lack of ethnographic knowledge has attempted to set on his recent work—"Ionian and the East."

LARGE TOURIST PARTY IN HONGKONG.

Yesterday Hongkong was visited by a large number of "around the world" tourists from Los Angeles, California, who came down from Shanghai by the *Princess Alice*. They left San Francisco on September 6th, and after spending four weeks in Japan, put in a couple of weeks in China. The party leaves to-day by the German Mail steamer for Singapore. Their itinerary includes tours in Java, Burma, North and South India, Ceylon, Egypt and Europe. Mr. D. F. Robertson, manager of the Steamship Dept. of the German-American Savings Bank at Los Angeles, is conducting the tour, and the members of the party are:—

Mr. and Mrs. Sidney A. Butler, Miss Bath Church, Mrs. W. H. Carson, Mr. and Mrs. E. V. Day, Mr. and Mrs. A. G. Freeman, Mrs. W. W. Hadley, Mr. and Mrs. B. G. Lattin, Mr. and Mrs. J. H. McConnell, Mr. and Mrs. C. McIntosh, Mrs. E. P. Nichols, Miss Jessie F. Ogden, Mrs. M. G. Ryland, Mrs. W. F. Thornton, Mrs. S. W. Church, Miss Genevieve Church, Mr. Carlton Carson, Miss Gretchen Day, Mr. and Mrs. M. P. Gilbert, Mrs. Ada S. Lux, Mr. and Mrs. A. Lead, Mr. and Mrs. Charles Lloyd, Miss Fay Nichols, Mrs. A. L. Ryan, Mrs. O. B. Waznook, Mrs. Jennie J. Wild, and others.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 15th inst., and is expected here on the 24th inst.

The N.Y.K. str. *Shinano Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 15th inst., and is expected here on the 23rd inst.

The Silk ex per C.P.R. str. *Empress of Japan*, which left Hongkong on the 16th ult., and Yokohama on the 26th ult., arrived in New York on the 14th inst., thus making a transit of 23 days from Hongkong, and 19 days from Yokohama.

SHIPPING NOTES.

The Glasgow Herald says that the P. and O. Steamship Company has placed three large-sized steamers for their Eastern trade. Two are to be built by Caird and Co., Greenock, and one by Harland and Wolff, Belfast.

The Kobe Kisen Kaisha steamer *Bandai Maru* with 3,710 tons of coal from Mito for the Mitsui Bussan Kaisha, Limited, Singapore, had a very rough passage down. She came through two typhoons, but fortunately without loss of life or serious damage. After leaving Mito, matters went well until the 25th ultimo, says the *Free Press*, when the ship was running direct into the centre of a typhoon. From the morning of the 25th until the following day the elements spent their full fury on the *Bandai*. Rolling and pitching was bad enough and tons of water were shipped as she wallowed in the sea, but no one expected to see one of the large bulkhead ports carried away, thus enabling the sea to find easy ingress. The next thing to be wrenched from its position was the standard companion ladder from the bridge to the main deck, then the covering of a steam-pipe burst and other mishaps followed, making all on board wonder what was going to happen next. The *Bandai*, however, came through this tripping and all was well until she ran into another typhoon not long after. This luckily was not so severe and the deck fittings remained intact. During these dark days not even a meal could be prepared, as the steamer has her galley exposed, and this, at times, was ankle-deep in water. The *Bandai* was built in Sunderland, a staunch and solid craft, and then owned by the Russians, eventually becoming the property of the Kobe Kisen Kaisha.

Sir Christopher Furness, speaking at the annual meeting of the Manchester Liners (Limited), held at Manchester, said that at the present time the steamship business was in a very unsatisfactory position. The most adverse condition had prevailed during the past twelve months, and if the past twenty years were taken for purposes of comparison they were certainly without precedent. They were therefore fortunate in realising a profit of £16,206. Sir Christopher alluded to the unimpaired character of the freight, and added that although last year the Manchester Liners carried more cargo than in any previous twelve months the profits were not sufficient to pay a dividend. One thing was perfectly clear—that the high-water mark of shipping supremacy of this country had been reached; in other words, other nations had determined to have a greater share in the carrying trade of the world in the future than they had had in the past. He thought it was time that British shipowners realised the reasonableness of that ambition, and also realised the folly of cutting cargo rates. He had been calculating that a modest increase per ton on the cargo carried in connection with the foreign trade by ships flying the British flag would produce such a sum as would enable the shipowners in this country to distribute a reasonable dividend on the large amount of capital invested. He believed that so serious was the position that all solid and serious-minded shipowners were of opinion that the time had arrived when this cut-throat competition should cease.

In deference to the wishes of a large section of the market, underwriters decided on the 18th ult. to make a considerable modification in the scale of advanced rates recently approved. The concession applies to time insurances on fleets of cargo steamers, and stipulates that where fleets are able to show a profit to underwriters of not less than 35 per cent. for the last year's working and an advance of 10 per cent. was made last year, no further increase need now be charged. As the present season before the amendment, premiums on cargo or "tramp" fleets which were advanced last year by 10 per cent. were to be subject to a further increase of 10 per cent., and fleets in which no advance had been made last year were to be subject to an additional 20 per cent. The present modification is on the lines of the decision respecting liner rates, which provides that on those fleets where a profit to the market of not less than 35 per cent. over the last five years' working had been shown no increase should be made, but otherwise an additional 10 per cent. should be charged. The *Times* contributor says this is quite in accordance with the old underwriting policy of endeavouring to distinguish between good and indifferent management, and should commend itself to those owners whose record of claims is a fairly satisfactory one.

An interesting letter which has just been made public throws light upon the uncertainty with which steamship enterprise was regarded eighty years ago by one of the founders of the Cunard Line. Mr. Samuel Cunard, who lived at Halifax, Nova Scotia, was the owner of sailing vessels trading from Boston and Newfoundland to Bermuda. The letter in question is addressed by his firm to Messrs. Ross and Primrose, of Pictou, Nova Scotia, and is in the following terms:

Dear Sirs—We have received your letter of the 22nd inst. We are entirely unacquainted with the cost of a steamboat, and would not like to embark in a business of which we are quite ignorant. Must, therefore, decline taking any part in the one you propose getting up.—We remain, yours, &c., Halifax, Oct. 23, 1829. S. CUNARD & Co.

From this communication, which Mr. John M. Ross, of Pictou, states that he has in his possession, it is clear that Mr. Samuel Cunard was in the year 1829 still unconvinced as to the utility of the steamboat for Atlantic travel. His conversion, however, could not have been long delayed. Within a few years Mr. Cunard was so strongly of opinion

that the days of sailing ships were numbered that when the Admiralty advertised for the conveyance of the mails to America by steam he hastened over to England. There he met Mr. George Burns, afterwards Lord Inverclyde, and his partner, Mr. David MacIver, with the result that the foundations of the Cunard Company were laid by this trio of great men. The tiny *Britannia* began her first voyage in July, 1840. The letter of 1829 is, in the circumstances, of some historic importance.

An extraordinary case is reported by the *Lokalsieger* from Hamburg, where Paul Müller, president of the Union of German Seamen, was tried for libelling the captain of a Hamburg steamer, whom he charged with attempting, in complicity with a foreign firm of charterers, to bribe the ship's first officer with £500 to sink the vessel. The steamer belonged to a Hamburg firm, but was chartered by the foreign firm, who stated that they intended to re-insure it abroad with a so-called policy proof of insurance. The vessel was already insured in Hamburg. Müller declared that he obtained his information from an engineer of the steamer and published it as the best means of bringing the case to the notice of the authorities. The captain of the steamer, in giving evidence, declared that a partner of the foreign firm came to him one day and offered him £1,000, and then £1,250 if he would let the ship spring a leak. He refused, even if £5,000 was offered. Another day the other partner of the foreign firm came and asked him if he had considered the offer. He again refused, and thereupon the first partner came on board and spoke to the first engineer, who subsequently informed the witness that he had been offered £500 to open the valve. The engineer added that the first officer knew about the matter. The witness told the engineer to keep out of the business. An affidavit of the evidence of one of the partners in the foreign firm was read, in which he declared that he personally had never made a request to have the steamer sunk or offered money for this purpose. The Court acquitted Müller on the ground of justification. In summing up it found that the captain rejected the alleged offer of the charterers and did not, as asserted, offer the first officer £500 to help to sink the ship.

"AN ENGLISHMAN'S HOME."

Perhaps no other theatrical performance has played such a part in the affairs of the Empire as the much-discussed comic-tragedy entitled, "An Englishman's Home," and no future history will be complete without some reference to a production which has proved a valuable recruiting agency for our Territorial forces. Though the play is new to Hongkong, its theme is well known. It is intended to emphasise Britain's unpreparedness for war, and it is designed as a reproach to those who shrink their duty of equipping themselves as to take part in defending their country. The satire is very keen—exaggeration perhaps describes the representation—but there is no chance to miss the lesson conveyed. Even in the worst days of unpreparedness and indifference it is difficult to imagine a people so utterly given up to frivolity as the Brown household, but none the less there is sufficient truth to make the representation lack nothing in point of realism. The two sons of the Brown household are typical of many of our thoughtless youths who have no thoughts above sport, and who have no thought of the art of warfare; and the old man, "Uncle," is the prototype of the bull-dog thinking, property business man who may meet with in country towns where there are opportunities of displaying his bumptiousness.

Last night's production of this sensational play left little to be desired. It was well mounted and the scenes where the house was attacked and defended were very effective indeed. Too much praise cannot be bestowed on the cast. Mr. Harry Dallas had plenty of work as the diabolical playing property dealer, and displayed great power in the final scene where, disgraced at the departure of the soldiers occupying his house, he takes up a gun to defend his house and home, and is shot by the invaders for fighting when he is a non-combatant. The careless, philosophic Geoffrey Smith is well represented by Mr. Douglas Vigners, who is cleverly supported by Mr. Spencer Geach as Syd. Brown, and Miss Blanche Forsythe and Miss Joan Harcourt as Mr. Brown's daughters. Very effective too was Mr. Charles Vane as Paul Robinson, the patriotic Volunteer, and Mr. Neilson as Mr. Green, as the helpless officer in charge of the raw volunteers, gave a comic and yet a touch to the picture of helplessness. The performance was realistic, and the large audience, with the fumes of rifle smoke in their nostrils, left the hall well pleased with the play.

MIKADO'S TRIBUTE TO THE PRINCE ITO.

H.M. The Emperor of Japan sent a Court Chamberlain to the late Prince Ito's residence with a gracious message of which the following is a rough translation:

Honouring of the Restoration Era, Chief in the Reorganization of Government, Framing of the Constitution and prudent guide of the destiny of Korea;

The pillar of State for half a century;

True as steel, upright, unshaken and unswerving;

Thou towered peerless as the nation's idol and hope;

Until Death by cruel and stealthy hand struck thee down.

Under this terrible blow our grief knows no bounds.

We offer to thy soul this token of our love and trust.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poultice. Chamois will enable you to do it. How Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

SUPREME COURT.

Tuesday, 16th November.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. REES DAVIES, K.C. (ACTING CHIEF JUSTICE).

THE FLORIDA WATER TRADE MARK CASE. The case was continued in which Edward Kemp, of York, trading as Lamm and Kemp, of New York, took to obtain an injunction against the Kwong Sang Firm, of 246, Des Voeux Road Central, Hongkong, their servants or agents, to restrain them from selling or exposing for sale, or procuring to be sold, any Florida water bearing the label annexed to the claim or any other label so contrived or expressed as by colourable imitation of otherwise, to represent or lead to believe that the Florida water sold by defendants was the Florida water manufactured and sold by plaintiffs.

The trial was before his Honour the Acting Chief Justice and a special jury composed of Messrs. D. W. Craddock (foreman), L. Gibbs, G. H. Medhurst, C. J. Lafranta, A. Sheldon Hooper and A. Mackenzie. Mr. M. W. Shade, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs; while the defendants were represented by Sir Henry Berkeley, K.C., and Mr. Eldon Potter, who were instructed by Mr. F. C. Barlow, acting on behalf of Mr. H. K. Holmes.

Sir Henry Berkeley, in opening the defence, said that when the defendants started in business they bought a small stock of Florida water from a firm in Canton which had stopped business. Long before July, 1906, that stock of labels and Florida water was sold, and for some time afterwards the defendants sold Florida water with only a red label on the bottle. The man who designed the label complained of was told to put two girls in the middle, and he was left to design the rest as he liked. They produced the one complained of. When the defendants got that design the plaintiffs were not registered in Hongkong, and they had no register for two years afterwards, so they cannot possibly complain of any infringement at that respect. When the defendants got this label they applied to the Colonial Secretary's Office to have it registered, but the plaintiffs had made application some time before. The Colonial Secretary thought the defendant's label too much resembled that of the plaintiffs, and refused to register it, but at the time the defendants made their application the plaintiffs were not on the register. His clients got on the register for the "two girls" mark only two days before the plaintiffs were registered. Counsel for the plaintiffs had made a point to the jury of the defendant's want of good faith in using a label after the Colonial Secretary said it was similar to one on the register, and that he would not register it. That was not a matter that would affect the defendants in the least. They might not be able to have their label registered because it somewhat resembled another, but they might be entitled to use it, if the Court thought it was not so like as to mislead anyone.

The jurors were no more bound by the opinions of the gentleman in the Colonial Secretary's Office than they were by the opinion of the jury who formerly acquitted the defendants. This was simply a question of eye-sight and intelligence. After referring to a trade-mark case in which the heads of a moose and a deer were concerned, Counsel said that a moose's head was more like a deer's head than a girl was like a fountain or than a butterfly was like a flag. "Who," Sir Henry asked, "in his sober senses could mistake the dragon flag of China and the house flag of Kwong Sang for a butterfly?"

The hearing was adjourned until to-day.

EWO COTTON SPINNING AND WEAVING CO., LTD.

PROPOSED DIVIDEND.

At a meeting of the Consulting Committee of the Ewo Cotton Spinning and Weaving Company Limited, held at Shanghai last week, it was decided that the shareholders should be repaid of profit and loss account on 31st October 1909, at the following rates, as follows:

To pay a dividend of Tls. 11 per share on 15,000 shares. Tls. 165,000.00.

To place to Repairs and Renewals Account. Tls. 30,000.00.

To place to Equalization of Dividend Account. Tls. 100,000.00.

To write off Furniture Account. Tls. 1,222.22.

To carry forward to new account. Tls. 10,991.75.

Tls. 307,254.03.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 16th at 12.05 p.m.—The barometer has risen moderately over the Philippines, and fallen slightly over S. China and Formosa.

The typhoon which continues to move towards W.N.W. moved into the China Sea last night, and is now situated to the W. of Luzon in about 15° Lat., 117° Long.

Pressure has given way in Vladivostok owing to the depression over Manchuria.

The highest pressure is shown over the Upper Yangtze valley.

Bad weather may be expected over the China Sea, and strong N.E. winds to gales in the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood (*) N.E. winds, strong to a gale.

Formosa Channel. Same as above.

South coast of China between. Same as No. 1.

Hongkong and Lamooka. N. winds, strong.

South coast of China between. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

(*) N. to N.E. winds, strong; fair, squally.

THE MASTERY OF THE PACIFIC.

In the latest edition of the *Naval League Journal*, there is an article by a Japanese writer, Mr. Satoh Kato, entitled "The Mastery of the Pacific," in which he describes very definitely Japan's naval policy. "Undoubtedly there are," he says, "several causes to make a country worthy of being a nation, but in the present century a Power is a nation that can produce steel within its own land. Japan struggled hard to do so, and has now surmounted the difficulty in the manufacture of steel." At all events Japan is now in a position to be independent as to iron and steel, if compelled so to be, but, at the same time, in the usual commercial consideration the foreign steel trade with Japan will certainly not come to an end. In the fact of conducting a modern Armada round the world the United States has shown us a remarkable luxury, and in the similar case of the Baltic Fleet it was a vital problem for Russia. From a seaman's point of view the Baltic Fleet was better handled than such a critical moment as then existed in the American time of peace. The Russian Commander-in-Chief was three appointed before the safe arrival of the Armada at Hampton Roads. The voyage of the *Tsushima* to the South Atlantic coast of the United States gave the world's experts an idea that Japanese seamanship is not inferior to that of nations of longer experience. An enigmatical version of the Sovereignty of the Pacific Ocean might well be replaced by a more realistic one. Diplomatic representation must be replaced by an open acceptance of the facts, for no treaty can arrange or delimit the potentia of that vast space of water. Whether allowed or disallowed, Japan's insistent aspiration is to be the mistress of the Pacific. It needs no ghost to tell us. The stage is more actual than a mere-dream. The recent progress in naval architecture took the wind out of the sails of the admirals of renown in the last century. We can now circumnavigate the Pacific, the largest sheet of water on the globe, with a certainty and velocity the aspect of which would have been unimaginable in the narrow Mediterranean in the days of Hood and Nelson. Not only are there many indications of an invigorated endeavour for naval supremacy, but there exists an evidence that Japan must be prepared for any eventuality. The United States is one of Japan's best friends. So is Germany. France is not an aggressor to-day. It is not an ill omen, but carefully reflecting upon the signs of the times we may be led to the conclusion that the Anglo-Japanese Alliance is that which will influence upon home minds to alter our naval programme at once. Unless the present status quo is wistfully disturbed there is no necessity for us to enter upon bellicose hypotheses, but unfortunately we behold a chaotic sky in the West. 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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.G. 5th Ed. Lister's.

P.O. Box 35, Telephone No. 12.

NEW ADVERTISEMENTS



MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the Peace for the Colony will be held at the Magistrate's Office at 2.15 p.m. on FRIDAY, the 26th day of November, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:-

From one LARGE GAMBAN for a publican's licence or for an adjunct licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of "THE ASTOR HOUSE."

E. R. HALLIDAY, Police Magistrate.

Hongkong, 15th November, 1909. [1418]



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road, or those parts of a domestic building used as a shop, office or godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all outside partitions, stair casings and stair landings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai reserve reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and lime-wash walls at the rate of \$1.00 per 100 sq. yds. of wall.

W. BOWEN-ROWLANDS, Secretary.

Dated this 1st day of November, 1909. [1410]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersecretary for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Seaman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1223]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1152]

ALL and every thing from FATHER TUCK.

Popular Packets of 18 Selected X'MAS CARDS for 50 Cents Only.

CALENDARS, HALF MASKS, PICTURE and PAINTING BOOKS, MECHANICAL and ROCKING ANIMALS, PICTORIAL PUZZLE POSTCARDS, KINDERGARTEN, A.B.C. of ANIMALS, ALBUMS, RELIEF SCRAPES, CHRISTMAS AUTO STATIONERY, &c., &c. Inspection Invited.

GRACA & CO.

27, DES VEXUS ROAD.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 33SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

With CHAMBER for 6 CARTRIDGES. FIRING 8 SHOTS in 2 SECONDS.

Hongkong, 6th March, 1907. [47]

ENTERTAINMENTS

THEATRE ROYAL

TO-NIGHT (WED'DAY), NOV. 17.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

No. 1

COMEDY CO.

IN ALL THE GREATEST AND

LATEST LONDON SUCCESSES.

WEDNESDAY, 17TH NOVEMBER.

The Dramatised Version of Baroness Orczy's famous book

THE SCARLET

PIMPERNEL

As played by Julia Neilson and Fred Terry.

THURSDAY, 18TH NOVEMBER.

For the first time in Hongkong.

The Scrambling Humorous Comedy

THE MARRIAGE

OF KITTY.

FRIDAY, 19TH NOVEMBER.

Somerset Maugham's famous Comedy

LADY

FREDERICK

PRICES: \$3, \$2 & \$1.

Seat may now be booked at—

MOUTRIE & Co.

Doors Open 8. Commence 9.

Late Tram to the Peak after Performance.

[1330]

TO-NIGHT!

TO-NIGHT!!

GIGANTIC SUCCESS OF THE

HIPPODROME

CIRCUS

AND

MENAGERIE.

EVERY NIGHT AT 9 P.M.

ACKNOWLEDGED BY ALL WHO

HAVE BEEN IT TO BE THE BEST

PERFORMANCE EVER SEEN IN

HONGKONG.

PRICES OF ADMISSION:

Box of 6 Chairs \$15.00 | Second Chairs \$10.00

Single Seat in Box 3.00 | Stalls 50 cts.

Dress Circle Chairs 2.00 | Gallery 30 cts.

A PERFECT FUROR CREATED BY THE

WONDERFUL PERFORMING

WILD LIONS.

WHAT A SUCCESS OF OUR NEW ARTISTS!

THE MENAGERIE ON VIEW ALL

DAY FOR A SMALL FEE.

Refreshments Supplied by G. S. & Co.

At Matinees Children under 12 years will be

admitted at Half-Price to all Parts of the

CIRCUS.

Soldiers and Sailors in uniform Half-Price to

Stalls and Second Class.

Box Plan at ROBINSON PLANO CO., LTD.

Special Trains running before and after

Performance.

Peak Cars will leave Half-an-Hour after the

Performance.

FIRST MATINEE!

TO-DAY, AT 4 P.M.

To avoid disappointment the management

strongly advise to book early.

K. BYSACK, Proprietor and Manager.

A. JACKSON, Representative.

[1411]

ST. PETER'S

CHURCH.

WEST POINT.

ORGAN RECITAL.

ON

FRIDAY, NOVEMBER 19TH, 1909,

AT 5.30 P.M.

BY

MR. GEO. GRIMBLE.

Vocalists: Mrs. A. G. GORDON,

Mr. G. P. LAMBERT,

Mr. W. S. HONE.

Collection in Aid of the Organ Fund.

[1399]

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

KODAKS

AND

FILMS.

JUST LANDED

DEVELOPING AND PRINTING

UNDERTAKEN.

A. TACK & CO.,

26, DES VEXUS ROAD, CENTRAL.

Hongkong, 15th November, 1909. [37]

AUCTIONS

ADMINISTRATIVE COUNCIL OF THE

MACAU NAVAL STATION.

NOTICE.

IT IS HEREBY NOTIFIED that the ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION will offer for SALE by PUBLIC AUCTION at Macau, on the 27th November, 1909, at 1 o'clock (P.M.) A VESSEL of 635 tons displacement now lying in the inner Harbour of Macau, lately in Portuguese Navy and known as the "GRANDE RIG LIMA."

Intending purchasers of the said vessel are required to deposit a sum of \$1,000 (One Thousand Dollars) with the undersigned, on board the Portuguese cruiser "RAINHA D. AMELIA" at Hongkong, on or before NOON, the 24th day of November, 1909, and on presentation of the receipts they will be entitled to bid at the aforesaid Public Auction. All deposits will be returned to unsuccessful bidders.

The conditions of the Public Auction are posted on board the Portuguese cruiser "RAINHA D. AMELIA" at Hongkong and also at Macau on board the late Granboat "RIG LIMA," and may be seen at any time by prospective purchasers.

The Vessel may be examined at Macau from this date, and the 23rd day of November, from 10 (A.M.) to 3 (P.M.), the Vessel will be under steam to provide to intending purchasers an opportunity of testing the Machinery.

ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION.

Secretary & Treasurer.

Hongkong, 1st November, 1909. [1369]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received

instructions to Sell by Public Auction,

On THURSDAY,

the 2nd day of DECEMBER, 1909, at 3 o'clock in

the afternoon, at his SALES ROOMS, in

Duddell Street, Victoria, Hongkong,

The Following

VERY VALUABLE LEASEHOLD AND

RECLAMATION PROPERTIES,

IN FOUR LOTS:

LOT 1.—All that Piece or Parcel of ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as SECTION B or MARINE LOT No. 34 together with the messuage erections and buildings thereon known as No. 80, Bonham Street, area 1,689 square feet, Term 999 years. Annual Crown Rent \$30.19.

LOT 2.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 3 of SECTION B or MARINE LOT No. 6 together with the messuage erections and buildings thereon known as No. 6, Bonham Street, Term 999 years. Annual Crown Rent \$6.00.

LOT 3.—All that Piece or Parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as SUB-SECTION 3 of SECTION A or KOWLOON INLAND

LOT No. 713, together with the messuage erections and buildings thereon known as No. 384, Shanghai Street, Area 1,022 square feet, Term 75 years. Annual Crown Rent \$2.50.

LOT 4.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SECTION D or PRAYA RECLAMATION TO THE REMAINING PORTION OF MARINE LOT No. 37A (held under lease from the Government relating to the Reclamation in front of Marine Lot No. 37A Remaining Portion dated respectively the 5th October, 1889, and the 9th June, 1899, and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tean Tak Tong of the other part and between the said Tean Tak Tong of the one part and His Excellency Sir Henry ARTHUR BLAKE, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong, and its Dependencies, and Vice-Admiral of the name, of the other part; by the first of which Agreements the Governor agreed to grant to the said Tean Tak Tong his executor administrators and assigns a Crown Lease of the said premises for the term of 999 years, upon the terms and subject to the conditions in the said Agreements mentioned, and by the second of which Agreements in consideration of the Governor letting the said Tean Tak Tong into possession of the said premises the said Tean Tak Tong agreed (inter alia) to pay to the Governor the Annual Crown Rent of \$70.00, together with the messuage erections and buildings thereon known as No. 52, Connaught Road West and No. 1, Des Vexus Road West, Area 793 square feet. Proportion of Annual Crown Rent \$15.50.

For further particulars and conditions of sale apply to Messrs. JOHNSTON, STOKES & MASTER, Solicitors for the Vendor,

or to

MR. GEO. P. LAMBERT,

The Auctioneer.

Hongkong, 15th November, 1909. [1419]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1123]

恒HANG HING & Co. 中

DEALERS IN

Jewellery, Gold and Silver Smiths,

Silk Goods, Chinese Embroideries, Crapes

Shawls, Bodyspreads, Best Grass-cloths,

Shirtwaists, Dresses, Table-cloths,

Ivory, Sandalwood Fans, &c.

JADESTONE, CURIOS, FANCY WARES, &c.

Wholesale and Retail at Moderate Prices;

Also dealers in

CHINA WARES, WATCH MAKERS

102, Queen's Road Central, Opposite Market.

[1349]

BANKS

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

PAID-UP ... 1,125,000

RESERVE FUND ... 522,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 2 per cent. per annum on the

Daily balance.

ON FIXED DEPOSITS:

For 12 months ... 4 per cent.

For 6 " ... 3 1/2 per cent.

For 3 " ... 3 per cent.

EVAN ORMISTON,

Manager.

Hongkong, 27th April, 1909. [23]

THE

YOKOHAMA SPECIE BANK

LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000

RESERVE FUND ... 15,900,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo Kobe Osaka

Nagasaki London Lyons

New York San Francisco Honolulu

Bombay Shanghai Hankow

Chefoo Tientsin Peking

Newchwang Dalny Port Arthur

Amoy Liangiang Mukdel

Tientsin Chang Chun

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per cent

per annum on the daily balance.

On fixed deposits for 12 months 4 per annum

" " " 6 " 3 1/2 "

" " " 3 " 3 "

TAKESHI TAKAMICHI,

Manager.

Hongkong, 14th September, 1909. [454]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND—

STERLING ... \$1,500,000 at 2/—=\$15,000,000

SILVER ... \$15,250,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. W. J. GIBSON—Chairman.

H. B. TOMKINS, Esq.—Deputy Chairman.

G. Balloch, Esq. F. L. Lee, Esq.

J. W. Barclay, Esq. B. Shilling, Esq.

E. G. Barrett, Esq. B. Shilling, Esq.

C. S. Gubbay, Esq. H. A. Siebs, Esq.

C. R. Lenzmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 13th November, 1909. [22]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE	PALAWAN	About 19th Nov.	Freight and Passage.
SHANGHAI	HIMALAYA	About 26th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Nov. 27th	See Special of Call.
LONDON and ANTWERP	NAMUR	About 1st Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th November, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 18th Nov., 4 P.M.
SWATOW, AMOY and SHANGHAI	"HUICHOW"	On 19th Nov., Noon.
TSINGTAO and CHEFOO	"HOIHOW"	On 19th Nov., Noon.
SHANGHAI	"LIANGCHOW"	On 19th Nov., 4 P.M.
CEBU and ILOILO	"LINAN"	On 21st Nov., Dlight.
MANILA	"SUNGKIANG"	On 22nd Nov., 4 P.M.
SHANGHAI	"TEAN"	On 23rd Nov., 3 P.M.
SHANGHAI	"CHINHUA"	On 25th Nov., 4 P.M.
SHANGHAI	"CHENAN"	On 28th Nov., Dlight.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, INCLUDING WINE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th November, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 17th Nov., at 10 A.M.
"HAIYAN"	SWATOW, AMOY and FOCHOW	FRIDAY, 19th Nov., at 10 A.M.
"HAIYANG"	SWATOW, AMOY and FOCHOW	TUESDAY, 23rd Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 17th November, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 17th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"PEKING"	20th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	Middle of December.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th November, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed'day, 17th Nov., 3 P.M.
MANILA	"YUENSANG"	Friday, 19th Nov., 4 P.M.
SHANGHAI	"FOOSHING"	Friday, 19th Nov., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"PAUSANG"	Saturday, 20th Nov., 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 23rd Nov., 4 P.M.
MANILA	"LOONGSANG"	Friday, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 30th Nov., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG", "NAMSANG" and "FOOSHING" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahat, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 16th November, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports and all ports of the Arabian and Persian Gulf Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SUEVIA	17th Nov.
S.S. SENEGAMBIA	18th Nov.
S.S. SITHONIA	1st Dec.
S.S. SCANDIA	10th Dec.
S.S. BRASILIA	18th Dec.
S.S. SEGOVIA	28th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office, 12

Hongkong, 2nd November, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 6000 " ... Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cope	5,500	WED'DAY, 17th Nov., at 5 P.M.
	WAKASA MARU Capt. N. Nielsen	5,500	WED'DAY, 24th Nov., at Daylight.
	SADO MARU Capt. G. C. Hurry	6,500	WED'DAY, 8th Dec., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SHINANO MARU Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
	AKI MARU Capt. K. Sato	7,000	TUESDAY, 4th Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. W. A. Evans	5,000	FRIDAY, 19th November.
NAGASAKI, KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	6,000	FRIDAY, 19th Nov., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. W. Winkler	6,000	WED'DAY, 24th Nov., at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. Moeck	5,000	THURSDAY, 25th November.
KOBE and YOKOHAMA	AWA MARU Capt. A. Keith	5,500	SATURDAY, 11th Dec., at Daylight.

* Calling at Genoa.

Fitted with New System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER.

Hongkong, 15th November, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 20th Nov., Noon.
RUBI	2540	R. W. Almond	Manila	On 27th Nov., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th November, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

SIDERIAN RAILWAY.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East: 15, DES VŒUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

759

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPLORED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJILIWONG	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJIBODAS	JAVA	Second half of Dec.	JAPAN	Second half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 9th November, 1909. Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

Tons (Gross reg.)

LEAVES.

TACOMA via SHANGHAI, MOJI, KOBE and YOKO.

"TACOMA MARU" Capt. H. Yamamoto.

6,178

SUNDAY, 19th Dec., at Dlight.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES.

TAMSUI via SWATOW, & AMOY

"DAIGI MARU" Capt. M. MURAYAMA

SUNDAY, 21st Nov., at 10 A.M.

SHANGHAI via SWATOW, AMOY & FOCHOW

"BUJUN MARU" Capt. Y. FUSANO

THURSDAY, 25th Nov., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

877

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Dus MARSEILLES (Brindisi 2 days earlier)	Dus LONDON (London 1 day later)
ARCADIA	7000	February 5	MANTUA	11000
ASSAYE	7500	February 19	CHINA	8000
DELTA	8000	March 5	MALWA	11000
MACEDONIA	10500	March 19	(Through Steamers calling at Bombay)	
DEVANHA	8000	April 2	MONGOLIA	10500
ASSAYE	8000	April 16	MAEMORA	10500
DELTA	7500	April 30	MOBEA	11000
DELHI	8000	May 14	MOOLTAN	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED-RATES.

STEAMERS	Leave HONGKONG	Dus LONDON
SYRIA	January	26
SUMATRA	February	26
NYANZA	February	23
SUNDA	March	7
MALTA	April	20
SARDINIA	May	4
NORSE	May	18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE. £82.10 RETURN.

2nd " £33.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

1075

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

CHRISTMAS MAILS TO LONDON.

The following are the approximate dates of arrival of letter mails at London:—

VIA SUEZ.

November 17th 11 a.m. per German mail due London December 16th.
23rd " " per French " " " " 23rd.
27th " " per English " " " " 26th.

VIA SIBERIA.

November 19th 11 a.m. due London December 13th.
27th 5 p.m. " " " " 20th.
30th 11 a.m. " " " " 23rd.
December 3rd 5 p.m. " " " " 27th.

The *Prins Ludwig*, with the German mail of the 20th October, left Singapore on Sunday, the 14th inst., at 8 a.m., and may be expected here to-morrow, at 4 p.m.
The *Tenkin*, with the French mail of the 22nd October, left Singapore on Monday, the 15th inst., at 5 p.m., and may be expected here on or about Monday, the 22nd inst., a.m. This packet brings telegrams to letters despatched from Hongkong on the 18th September.

FOR	PER	DATE
Swatow	Hainan	Wednesday 17th, 9.00 a.m.
Singapore, Penang, and Colombo	Kilano Maru	Wednesday 17th, 10.00 a.m.
Printed Matter and Samples		
Registration, 10.00 a.m.		
(Registration, with fee of 10 cents, up to 10.45 a.m.)		
Registration, Kowloon		
D.O. 10.00 a.m.		
No late fee		
Left by		11.00 a.m.
Bangkok	Kohshidong	Wednesday 17th, Noon.
Macao	Sui Tai	Wednesday 17th, 1.15 p.m.
Singapore, Penang and Calcutta	Kewang	Wednesday 17th, 2.00 p.m.
Shanghai, Yokohama, Kobe and Moji	Japan	Wednesday 17th, 5.00 p.m.
Singapore	Dardanis	Thursday, 18th, 9.00 a.m.

"LOTUS"

BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

TO-DAY.

5 p.m.—Hongkong Gun Club, Annual General Meeting.
9 p.m.—Bandmann, No. 1 Comedy Co., at the Theatre Royal—"The Scarlet Pimpernel."
9 p.m.—Hippodrome Circus, at Causeway Bay.

FORTHCOMING EVENTS.

Friday, November 19th—Organ Recital at St. Peter's Church.
Thursday, November 25th—Public Holiday, King's Birthday Celebrations.
Tuesday, November 30th—St. Andrew's Ball.
Thursday, December 2nd—Auction of Reclamation and Leasehold Properties by Mr. G. P. Lammer.

COMMERCIAL.

—O—
EXCHANGE
CLOSING QUOTATIONS.

November 16th.

ON LONDON—	Telegraphic Transfer	1/14
	Bank Bills, on demand	1/14
	Bank Bills, at 30 days' sight	1/14
	Bank Bills, at 4 months' sight	1/14
	Credits, at 4 months' sight	1/14
	Documentary Bills 4 months' sight	1/14
ON PARIS—	Bank Bills, on demand	218
	Credits, at 4 months' sight	222
ON GERMANY—	On demand	177
ON NEW YORK—	Bank Bills, on demand	424
	Credits, at 60 days' sight	434
ON BOMBAY—	Telegraphic Transfer	1284
	Bank, on demand	1284
ON CALCUTTA—	Telegraphic Transfer	1284
	Bank, on demand	1284
ON SHANGHAI—	Bank, at sight	75
	Private, 30 days' sight	75
ON YOKOHAMA—	On demand	94
ON MANILA—	On demand—Pesos	85
ON SINGAPORE—	On demand	73
ON BATAVIA—	On demand	104
ON HONGKONG—	On demand	74 1/2 p.m.
ON SAIGON—	On demand	71 1/2 p.m.
ON BANGKOK—	On demand	88
	Overseas Bank's Buying Rate	\$11.55
	GOLD LEAF, 100 fine, per tael	\$60.40
	BAR SILVER, per oz.	234

OPUM.

November 16th.

Quotations are:—	
Malwa New	\$1,300/1,350 per picul.
Malwa Old	\$1,340/1,360
Malwa Older	\$1,370/1,420
Malwa V. Old	\$1,400/1,450
Patna fine quality	\$1,100/1,200
Patna New	\$1,475 per chest.
Patna Old	\$1,400
Benares New	\$1,475
Benares Old	—

STEAMERS PASSED THE CANAL.

October 23rd—Palawan, *Peles*, *Vanadita*
27th—*Atretilon*, *Banauar*, *Montrose*, 30th—*Ajan*, *Kennebec*, *Tonkin*, *Prins Ludwig*, *Sanki Maru*, November 3rd—*Nippon*, *Argonia*, *Glenavert*, *Cardigan*, *Manchuk*, *Sithonia*, *Poros*, 6th—*Wintahit*, *Patroclus*, *Sicilia*, *Tyden*, *Oceanic*, *Sithonia*, 10th—*Goeben*, *Benedict*, *Glenavert*, *Indrapura*, *Prometheus*, *Nile*, *Orestis*, 13th—*Ludlow*, *C. Ford*, *Lacina*, *Idomeneus*, *Polychest*, *Alea Maru*, *Kanagawa Maru*.

ARRIVALS AT HOME.

November 12th—*Prins*, *Friedrich*, *Lemnos*, *Touren*.

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* arrived at Shanghai at 1 p.m., on the 14th inst., and left again at 4 p.m. on Sunday for Hongkong, where she is due to arrive at 6 a.m. to-day.

The C.P.R. str. *Empire* left Vancouver, B.C., for Hongkong via usual ports of call on the 28th ult., at p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prins Ludwig*, carrying the German Mails with dates from Berlin of the 20th ultimo, left Singapore on the 14th inst., at 8 a.m., and may be expected here to-morrow at 4 p.m.

THE FRENCH MAIL.

The M.M. str. *Tenkin* with the French Mail of the 22nd ultimo, and mails from London of the 23rd ultimo, left Singapore on the 15th inst., at 5 p.m., and is expected to arrive here on or about Monday, the 22nd inst., and will leave for Shanghai and Japan on the same afternoon.

THE AUSTRALIAN MAIL.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island, for this port via Manila, on the 11th inst., and is expected here on the 22nd inst.

The C.N. Co.'s str. *Taiyuan* left Sydney on the 30th ult., and is due here on the 24th inst.

THE AMERICAN MAIL.

The P.M. str. *Korea* left Yokohama on the 8th inst., en route to Hongkong, via Manila, and is scheduled to arrive at Hongkong on the 19th inst.

THE INDIAN MAIL.

The Apoor str. *Lightning* from Calcutta left Singapore on the 14th inst. afternoon, and may be expected here on or about the 20th inst.

The Indo-China str. *Kewang* left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about the 26th inst.

MERCHANT STEAMERS.

The Swedish str. *Canlon* left Port Said on the 14th ultimo, and may be expected here to-day.

The Austrian Lloyd's str. *E. Franz Ferdinand* left Singapore for this port on the 10th inst., and is due here to-day.

The H.A. Line str. *Suez* left Bangkok on the 10th inst. a.m., and may be expected here to-day.

The N.Y.K. str. *Kilano Maru* (European Line) left Shanghai for this port on the 13th inst., and is expected here to-day.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Moji for this port on the 12th inst., and is expected here to-day.

The M.E. str. *Ernest Simon* left Saigon on the 14th inst., at 4 p.m., and is expected to arrive here to-day, at 2 p.m., and will leave for Shanghai and Japan at midnight of the same date.

The C.N. Co.'s str. *Linan* left Shanghai on the 14th inst., and is due here to-day.

The H.A. Line str. *Sensyambia* left Singapore on the 12th inst. a.m., and may be expected here to-morrow.

The N.Y.K. str. *Aino Maru* (European Line) left Singapore for this port on the 12th inst., and is expected here to-morrow.

The H.A. Line str. *Vanadita* left Singapore on the 13th inst. p.m., and may be expected here on or about the 19th inst.

The P. & O. str. *Palawan* left Singapore for this port on the 13th inst., at 2.30 p.m., and is due here on the 19th inst., at about 8 a.m.

VESSELS IN DOCK.

November 16th.

ABERDEEN DOCK.—
"Kowloon" Dock.—On *Lee*, *Tenjo Maru*, *H.M.S. Whiting*, *Sui An*, *H.M.S. Moorhen*.
COSMOPOLITAN DOCK.—
TAKO DOCK.—*St. Enoch*, *Hugh*, *Hothou*, *Yingchow*, *Vigilante*, *Hoi Fook*.

The Cigarettes of Distinction
Bouton Rouge
and Felucca

A LUXURY TO
THE MAN
OF TASTE.

IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$2.80 AND \$4.20 PER 100
FROM ALL TOBACCONISTS.



SHARE LIST—QUOTATIONS.

HONGKONG, NOVEMBER 16TH, 1909.

Shares.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$99.24, sellers
National Bank of China, Limited	99,925	\$7	25	\$6.
Bank of Communications, Limited	8,604	12/6	12/6	\$10, buyers
China Bank, Limited	60,000	\$12	\$12	\$124, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$15, buyers
China Merchants Bank, Limited	50,000	\$1	\$1	\$9.50
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10		
CORPORATIONS.—				
Ever Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 140.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50.
Lat Pau Printing & Publishing Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 111.
Lat Pau Printing & Publishing Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 435.
Lat Pau Printing & Publishing Co., Ltd.	40,000	\$72	\$6	\$163, sellers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$523, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai Wharf & Docking Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 135.
Swire & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$74, sellers
Hongkong & China Gas Co., Limited	7,000	\$10	\$10	\$230, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$75, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$433, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$180, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$23, sal. & sel.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1623, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, sales
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$375, sellers
Union Insurance Society, Limited	10,000	\$15	\$5	Tls. 106, buyers
Yangtze Insurance Association, Limited	12,400	\$250	\$100	\$850, sales
	12,000	\$100	\$60	\$230.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$1044, sellers
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	\$10	\$104, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$30, sellers
Shanghai Land Investment Co., Limited	76,000	Tls. 50	Tls. 50	Tls. 119, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$44, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Pcs. 250	all	\$625, buyers
Ranb Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$73, sellers
Peak Tramways Co., Limited	25,000	\$10	\$1	\$131, sellers
Philippine Co., Limited	20,000	\$10	\$1	\$140, sellers
	75,000	\$10	\$10	\$84, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$157, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20, buyers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$303, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$191, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$119, buyers
Shell Transport & Trading Co., Limited	60,000 def.	\$21	\$10	\$26, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$144
South China Morning Post, Limited	6,000	\$25	\$25	\$234, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$54, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8, sellers
Weissmann, Limited	175	\$100	\$100	\$150.
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$123, sellers
Union Waterboat Co., Limited	100 fms	\$10	\$10	\$304.
	50,000	\$10	\$10	\$104, sellers
RUBBERS.—				
Balgownie	—	—	—	\$63 (84) sel.
Pegah	—	—	—	\$25 (84) sel.
Regalia	—	—	—	\$29 (84) sel.
Anglo-Malaya	—	—	—	\$57, sellers
Castell, fully paid	—	—	—	\$4-126
Consolidated Malay	—	—	—	\$4-30
Demak	—	—	—	\$6-6
Highlands and Lowlands	—	—	—	\$3/9, sellers
Kamunings	—	—	—	\$6-6, buyers
Kuala Lumpur	—	—	—	\$2-7-6
Ledbury	—	—	—	\$2, sellers
Lingis	—	—	—	\$3, sellers
Sapungs	—	—	—	\$3-15-0
Shelford	—	—	—	
Sangai-pas Ka	—	—	—	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annua	Par.

VERNON & SMYTH, Share-Brokers.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

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OCHI, MUTABE, HOJO, NAMAZUTA,
SATO, SHINNEW, and KAMITAMADA,
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Codes: All ABC 5th Ed. Western Union.

AGENTS—
YOKOHAMA: M. ASADA, Esq.,
CHINKIANG: Messrs. SHAWING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
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Manager,
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Hongkong, 9th January, 1909.

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.

UNVARIED FOR
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THE SAME TO-DAY
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1745.

Beware of Whiskies
Sold under Similar Names.

Known in Hongkong
for
Half a Century.

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LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

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Per *Glasgow*, from Kaelang, Mr. F. W. Perch.
Per *Hainan*, from Swatow, Mr. and Mrs. Chapman, Mrs. E. Matton, Miss Boyer, Messrs. Lates and W. Fawc.

Per *Hutchinson*, from Tientsin, Messrs. Rogers, Struggles, Lardner, Bowdry, Sanson, Hodgkins and Krupar.

Per *Harbin*, from Hainan, Messrs. Macdonald, Rev. P. Lament, Messrs. Baudet, Reboul, Hinglo, and James Ashwin.

Per *Zaffro*, from Manila, Mr. and Mrs. Wood, Mr. and Mrs. Wolfe, Mr. and Mrs. Osborne, Mrs. Minor, Mrs. A. J. Deal, Mrs. Woods, Misses G. Toppan, and E. Martin, Commissioner Legard, Messrs. Quapan, Wilson, Jose Valdes, S. Conception, G. Lavance, D. E. Williams, G. Bunge, E. M. Elan, E. Gaiser, E. Reimer, M. Reuss and A